

Library Supreme Court Hongkong.

The Hongkong Telegraph

No. 2.]

HONGKONG, THURSDAY, JUNE 15th, 1881.

[PRICE—\$16 PER ANNUM.]

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

TUESDAY,

the 21st June, 1881, at Two P.M., at the "Victoria Club," No. 4, Wyndham Street, the whole of the

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ONE SQUARE PIANO, by J. Broadwood and Sons.

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ONE MUSICAL BOX.

ONE THURSTON'S BILLIARD TABLE.

ONE AMERICAN CAROM TABLE.

ONE FRENCH BILLIARD TABLE.

With BALLS, CUES, &c., complete.

A BOWLING ALLEY, with BALLS, Pins, &c., complete.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, 15th June, 1881.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction, on

SATURDAY,

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On the premises, unless previously disposed of by private contract, the five Houses recently built upon portion of Inland Lot No. 125 in Elgin Street, and known as Nos. 16, 18, 20, 22 and 24, "Sea View."

This property has a peculiar value on account of its central and easily accessible position. The houses afford a fine view of the harbour. They are separately built, and may be sold separately or together. The present monthly rental is \$215, and the annual crown rent \$40.

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Auctioneers and Valuers of Lands, Houses, and Estates, 13, Queen's-road Central, opposite the Chartered Bank of India, Australia and China.

Hongkong, June 16, 1881.

Intimations.

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WATCH AND CHRONOMETER

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SATIN, SILK, AND GAUZE DRESSES.

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A large collection of Elegant Art-
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The most varied collection of Fancy

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SHERRIES of the Finest Quality

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Hongkong, 15th June, 1881.

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Notices to Correspondents.

All communications should be addressed
The Editor "Hongkong Telegraph,"
15, Wellington Street.All letters for publication must be
written on one side of the paper only.Correspondents are requested to forward
their names and addresses with all
communications intended for insertion,
not necessarily for publication, but as
evidence of good faith.

Notice to Subscribers.

Subscribers who do not receive their
newspapers within thirty-five minutes
after the time of publication will oblige
by communicating with the Editor.THE
Hongkong Telegraph.

HONGKONG, 16th JUNE, 1881.

An ever increasing wave of good luck has for some time past been steadily flowing in the direction of the neighbouring Colony of Macao. So substantial in fact have been the prizes so unexpectedly evolved from the wheel of fortune, that for the first time since the abolition of the disgraceful coolie traffic in 1874, the Government of the famous Portuguese Colony can claim to be in an almost independent position, so far as finances and a fixed revenue are concerned. From that day so fatal for Macao's transient prosperity—on which the fiat of the great European powers went forth, that the infamous trade in human beings should cease, and that the hateful barracks be closed at once and for ever up to within a very few months, the Colony and its inhabitants were fit subjects for pity and commiseration. Trade stood still so far as the Portuguese inhabitants were concerned, the whole of what little business there was in the city, being in the hands of the Chinese; a masterly inactivity reigned supreme throughout every grade of society, from the lowliest member of the national battalion to His Excellency the Governor himself; in the day time the streets were as much deserted as the ruins of Babylon the great; but the military were at their posts in all the pride, pomp, and circumstance of war, whilst women and children were starving at home, and ashamed to face the light of day in their poverty and nakedness. The gloomy old place, with its numerous Churches, magnificent ruins, and deserted palaces, was quiescent in its wretchedness; whilst other neighbouring settlements were striving and advancing with the times, Macao was contentedly staring on the recollections of its former grandeur. The Lisbon Government had probably enough to do at home without being bothered with the wants and necessities of the

little colony, although they doubtless sent all the assistance within their power, and the "Gem of the Sea" was gradually, but surely, drifting to irretrievable ruin and dependency of the Portuguese crown, when "the turn of the tide," which they had been waiting for so long and so patiently, came at last.

The departure of Viscount Paga d'Arcos, and the accession to power of shrewd, sensible Senhor Graça was the first sign of a change for the better, and lately the good gifts have been following each other in rapid succession. "Farming" and "Monopoly" have proved important factors in providing a handsome revenue for other settlements besides Macao, although as English colonies generally throughout the world were evidently established for the sole purpose of placing us in a position to be able to preach to our neighbours the true principles of morality, we may not be able to approve, from a moral standpoint, of some of the shady dodges adopted by foreigners for raising the needful for the national exchequer. Truly enough there was a time and not so long ago, when even virtuous Hongkong did not disdain to fill its almost empty coffers by ministering to the vices of the community, and although *non avous change tout cela*, the recollection should induce us to view with some slight degree of leniency, the resolve taken by the Government of Macao, to grow rich immorally rather than to pass out of existence respected, but not lamented.

The Fan-tan monopoly was the first grand coup to support a government, and maintain a province in a sort of shabby-genteel respectability; and admitting that a revenue derived from a direct encouragement of low gambling houses has a nauseous odour about it, Macao had a precedent even in these days in Baden-Baden and other states of the German Confederation, and has one still in Monaco. Forty thousand dollars for the Opium farm was the next lucky windfall; then came sixty thousand dollars for the old Custom House, and, as a crowning mercy, no less than one million and fifteen thousand dollars for a three year's monopoly of the Wey-Sing lottery. Should nothing unforeseen transpire during the next few years, there is every probability of the revenue derived from these questionable sources being doubled or even trebled, as the speculations, so far as the farmers are concerned, are reported to be highly remunerative. With special reference to the Wey Sing, we cannot see that this particular lottery, because it happens to be in hands of the Chinese, is one whit more reprehensible than that conducted under government auspices at Manila; and if a harsh term is deserved by the Macao authorities for protecting, fostering, and living on this species of gambling, Manila is equally a black sheep.

Should the Home Government not require a slice of Macao's good fortune, the surplus coin can be advantageously laid out in many local works, likely to increase the prosperity of the Colony. Macao Harbour sorely needs seeing to, and if the Government would only pocket their pride and engage a practical man, outside their own officers, to undertake the work, the approaches to the anchorage in the Inner Harbour could be quickly improved, and at comparatively trifling cost.

As commercial prosperity is the only road to permanent stability, it is to be hoped that the Governor of Macao and his advisers, have gained sufficient experience from the miserable past, to be well assured that the only prospects of success their colony possess, is in the establishment of as many various branches of commerce and manufactures as may be available. The objections which native born Portuguese have almost invariably shown, to engaging in the majority of commercial pursuits have long since passed into a proverb, and many absurd caste prejudices will

have to be over-ridden before the Macanese can be induced to shine prominently in trade. However, the case is far from hopeless, and as we have hundreds of Portuguese in Hongkong, working hard as artisans in various branches of manual labor, as engineers, printers, etc., etc., there seems no reason to doubt, that the same satisfactory result could in time be attained in Macao. This is a consummation devoutly to be wished for, and we can only hope that the Lisbon Government, as well as Senhor Graça will now avail themselves of the golden opportunity before them, of rendering the ancient port of Macao something more than a vast gambling hell, a disgrace to the civilised country of which it is an offshoot, the bye-word and scorn of every respectable community in the far East.

LOCAL AND GENERAL.

Members of the Craft are reminded that the Perseverance Lodge meets this evening at 9. o'clock.

The next American mail bearing San Francisco dates of 23rd ultimo, may be expected here about Monday next, the 20th instant.

The next French mail bearing London dates of May 13th, may be expected to arrive to-morrow, the 17th, per M. M. steamer *Fausté*.

The British steamer *Marlborough* spoke the barque *Cambay* from Liverpool to the Babyn Islands, in latitude 15.30, and longitude 114 W. She desired to be reported "all well."

The *Achilles*, which arrived yesterday, reports having spoken two British gunboats on the 10th instant steering a N. E. by N. course, which are most probably the *Est* and *Tweed* now on their way to this port from Singapore.

In our list of departures yesterday we erroneously showed the *Lapwing* as having left for Singapore, whereas that gunboat went northwards to Shanghai, from which port she will take her departure for home on the arrival of the *Swift*, expected shortly.

We are glad to see from recent home papers that the test pier which was erected at the Tay Bridge has given great satisfaction. It was erected a little to the east of pier No. 31 of the old structure almost in the centre of the channel. It consisted of an iron caisson filled in with concrete and sand, and was sunk 26 feet under the bed of the river. The object of the Engineer was to ascertain the effect of sinking a pier in a substratum of sand and mud. A load equal to seven tons per square foot was applied to the pier, and under this heavy strain it gave no evidence of subsiding.

A question has lately arisen between Great Britain and Spain which may ultimately lead to grave complications, and which has a special interest for our mercantile community, in so much as similar proceedings by the Revenue cruisers in the service of the Commissioner of Customs, Canton, forming the so-called blockade of this free port, have at various times given rise to much comment. The facts of the case are as follows:—A Spanish *guarda costa* recently took possession of a British merchant ship in English waters near Gibraltar, alleging that she was a smuggler. The boats of Her Majesty's gunboat *Express*, witnessing the capture, at once went to the assistance of the merchantman, and forcibly released her from the custody of the Spanish authorities, on the plea that the capture was illegal, the ship being in waters under British jurisdiction. The Chairman of the Hongkong Chamber of Commerce

will arrive at home in good time to re-open the celebrated Blockade question.

The cricket season at home has opened most auspiciously, and although no Australian or American team will try their strength during the year against English cricketers, the great matches promise to be as exciting as ever. We have to note a remarkable record made at Alveston on April 18, in a match between a Bristol Club, the "James Thorne," and the well-known Gloucestershire Club "Thornbury." The "James Thorne" went first to the wickets and were soon disposed of for the small total of 42 runs, whilst their opponents, for the loss of three wickets, amassed the extraordinary score of 674 runs, E. M. Grace making 228, W. G. Grace 196 (not out) and J. Cranston 174 (not out). This makes the celebrated East Melbourne versus Tasmania score of 742 look remarkably small. Shall we see "Victorian" once more on the war-path?

According to Dutton Cook, the well-known dramatic critic of the World, the celebrated American tragedian, Mr. John McCullough, who is at present performing at Drury Lane, in a revival of Sheridan Knowles' play, *Virginia*, has proved a complete "frost." Here is Mr. Cook's opinion of America's greatest tragic actor:—

"Mr. McCullough is a robust actor, self-conscious and supremely confident, but of an aspect so unheroic and unpoetic as to be suggestive much more of comedy than of tragedy. His bearing is energetic and manly, but homely and undignified. He might play Job Thornberry tolerably, to my thinking he is an unsatisfactory *Virginia*. He owns a powerful but unmusical voice, and strains it to the utmost; now he rants in the old 'periwig-pated' fashion until his speeches become inarticulate and unintelligible, and now he is inaudible from forcing his bass tones to proceed from unnatural ventral depths; his elocutionary method indeed is altogether unskillful. His acting lacks nature, impulse, and spontaneity, suffers from the sense it conveys of over-elaboration and preparation. His efforts to impress are too manifest; his 'points' are blunted, so to speak, and rendered unavailing by his dwelling upon them so heavily and so long; his manner is ponderous and monotonous and his accent is rather Hibernian than American."

This is not altogether satisfactory for the *artiste* who came specially across the Atlantic to extinguish Mr. Edwin Booth.

The Liverpool Select Vestry have had recently under consideration a proposal, advocating the establishment of "a retreat" for habitual drunkards, and giving the Magistrates powers to send inebriates to this haven of rest compulsorily. Drunkard's retreats, (i.e. public houses) were so plentiful in Liverpool the last time we visited the Mersey, that the Vestry will probably agree to negative this somewhat original idea.

A most romantic history is given in a recent number of *Le Voltaire*, of a gentleman well known in Hongkong, Mr. Celso Cesar Moreno, the Plenipotentiary Minister of the King of the Sandwich Islands, who arrived in Paris a few weeks ago. Mr. Moreno who stayed at the Stag Hotel, during his visit here a couple of years ago, and who will be remembered as the promoter of a certain celebrated telegraph scheme, and as the author of one or two socialistic letters which appeared in the *China Mail*, is evidently a person who has seen the world from many different standpoints.

Born in Italy, he went as cabin boy on board a merchant vessel bound for Sumatra. At this place he managed to ingratiate himself with the Sultan, who gave him his daughter in marriage. He then or-

ganised a revolution in the country, being vanquished, he fled to San Francisco, where he was elected member of Congress, and passed the famous Bill respecting negro children still in force in the United States, and known as the Moreno Bill. He was the first to establish the direct steam service between America and China. On quitting San Francisco he went to the Sandwich Islands, where he was made Prime Minister. He bears letters of introduction amongst others, Garibaldi, Bismarck, the Pope, and the late Lord Beaconsfield. This is a very fair circle of acquaintances to make. It is nearly perfect, and would be quite so did it include the Tichborne claimant, the Giffin, Mr. Parnell, and Herr Most.

We take the following Naval items from a recent number of the World. They are from the pen of the versatile Mr. Edmund Yates, who under the nom de plume of "Atlas" has gained quite a notoriety as a high-life gossip-monger:—

Can it be true that Whitehall is shortly to lose the services of Admiral Sir Astley Cooper Key and Vice-Admiral Sir Houston Stewart? Vacancies in the appointments of either senior sea lord or comptroller of the navy would be seriously felt just now, the distinguished occupants of each having shown themselves to be possessed of special qualifications. The selection of a successor to Admiral Key would be attended with much difficulty; for he combines high personal qualities with considerable scientific knowledge and great professional experience.

I was the first to announce the intention of the Admiralty to give an effective little armament to men-of-war, and authentic intelligence now reaches me that those craft which vary in length from thirty-seven feet to forty-eight feet are being each fitted at the Royal dockyards with a seven-pounder gun, a 3-inch gun, and a Gatling machine gun, outrigger, and Whitehead torpedo-peg.

The almost-forgotten idea is being revived of abolishing the post of Admiral-Superintendent at the Royal dockyards, the department of the comptroller being in favour of the supersession of naval officers by civilian officials. Whether such a change would promote efficiency and economy in the administration of the dockyards is at least doubtful, and would certainly be resented by the service generally. Because a department is of opinion that admiral-superintendents are inclined to rather independent action, it ought not to necessarily follow that they are to be "improved" off the face of the official earth. If the present moment should be considered opportune for attempting administrative revolutions at Government establishments, the question may be referred to that committee which will shortly be constituted to entertain grievances and suggest reforms both at Whitehall and the dockyards. The "scope" of the committee has, at any rate, not yet been determined.

From the date of our first settling in Hongkong up to the present day the turning up of the earth for building and other purposes, has invariably been the cause of a great deal of fever and sickness, wherever excavations have been in progress. Without going into the scientific why or wherefore of this, as it answers our purpose sufficiently well to know that such has been the case—we should like to be informed if it would materially retard progress were some regulation passed by the Government, forbidding any excavating in thickly populated neighbourhoods during the three hottest months of the year. There is enough fever in the colony under ordinary circumstances without having the atmos-

here poisoned during the trying season by the sickening odours of decomposed granite. This is a public question, seriously affecting the health of the community, therefore our columns are open for a general expression of public opinion.

The paragraph in last night's *China Mail* referring to certain movements in the Canton Revenue service would be very interesting, were its assertions correct. How much reliance may be placed on our contemporary's statements may be judged from the middle he makes of the list of officers commanding the various cruisers. Capt. Palmer is certainly still in command of the *Peng-chou-hai*, but in every other case quoted the *China Mail* is a long way at sea. Capt. Wade left the service and the *Shen-chi* nearly a year ago, and Capt. Reid is now her commander. Capt. Gotley, and not Capt. Walker, is in charge of the *Chen-jui*, and Capt. Rome is the officer in command of the *Li-shih*. These appointments were not made yesterday, but have been in force for many months.

We are glad to hear that the New Canton Club gives every promise of proving a most useful institution. The Club building is pleasantly situated on the Shameen, and has been furnished throughout in excellent style. The Reading and Billiard rooms are well fitted up, and with comfortable bedrooms, and a first rate *cuisine*, visitors to the City of Rams, who may be accorded the privileges of visitors, will have little to complain of.

Naval Review at the Bogue Ports.

The Admiral in Chief of the Viceroy's squadron held a grand review of the vessels under his command at the Bogue Ports on Sunday last, the 16th day of the Chinese moon. The fleet, numbering 16 vessels, included the gun-boats and war junks usually stationed in the Pearl River. After going through a series of naval manoeuvres, detachments from the various craft landed, and after exercising in companies were put through big gun drill, and rifle practice at a target up to a distance of 600 yards. The shooting at this range is reported to have shown a great improvement on previous trials. Experiments were made in different ways with torpedoes, with eminently satisfactory results. The fine vessel, designed by Mr. Wan, and built under his superintendence at the Canton Arsenal, took a prominent part in the review, and the experiments tried with her monster 18-ton gun, surpassed all expectations. Considering her class, this boat, *The Terror of the Eastern Seas*, is probably one of the most efficient warships in the whole Chinese Navy, and she certainly reflects a vast deal of credit on her constructor.

LATEST COMMERCIAL INTELLIGENCE.

One O'clock, Thursday,
June 16, 1881.

Mail morning is usually a quiet one in the Share Market, so there is very little of importance to chronicle. Docks are still on sale at 53 cash, and some small amount of business has been transacted at that figure, and at 53½ for July 1st. Banks are firmer than they were yesterday, and although there are still sellers at 97, this stock, to our way of thinking, has an upward tendency. With the exception of the Ice Company's Shares, which led to business at 126 both yesterday afternoon and this morning, there is nothing else worth specially alluding to. We append corrected list of quotations.

Shares.

Hongkong and Shanghai Banking Corporation Shares—97 per cent premium, sellers.

POST OFFICE NOTICE.

Mails will be closed as follows.

Day	Date	Hour	Destination	Vessel's Name.
To-morrow	17th	5.00 p.m.	SAIGON,	Adria.
"	17th	3.30 p.m.	Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, &c.,	Charlton.
Saturday	18th	5.00 p.m.	NEWCHWANG,	Pernambuco.
"	18th	5.00 p.m.	HOIHOW, PAKHOI, HAIFONG,	Hainan.
"	18th	9.30 a.m.	AMOY AND TAMSUI,	Albay.
Thursday	23rd	Papers, &c.— 2.00 p.m. Letters— 3.00 p.m.	The United Kingdom and Europe via Brindisi, the Straits Settlements, Batavia, Barmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar,	Ravenna.
Friday	24th	5.00 p.m.	NAGASAKI AND YOKOHAMA,	Sunda.

Correspondence (including parcels when admissible) can be registered for all Private Ship-mails up to five minutes before the time for closing; for the American, Indian, Torres Straits, Shanghai, or Yokohama contract mails, up to a quarter of an hour before; for mails for Europe &c., up to an hour before.

Union Insurance Society of Canton—\$1,600 per share ex dividend.	China Traders' Insurance Company's Shares—\$1,700 per share.
North China Insurance Company—Tls. 1,125 per share.	Yangtze Insurance Association—Tls. 810 per share.
Chinese Insurance Company, —\$312 per share.	On-Tai Insurance Company, Limited—Tls. 148 per share.
Hongkong Fire Insurance Company's Shares—\$1,000 per share, sellers.	China Fire Insurance Company's Shares—\$300 per share, sellers.
Hongkong & Whampoa Dock Company's Shares—53 per cent prem. sales.	Hongkong, Canton & Macao Steamboat Company's Shares—\$31 per share premium.
China Coast Steam Navigation Company—Tls. 162 per share.	Hongkong Gas Company's Shares—\$82 per share.
Hongkong Hotel Company's Shares—\$102½ per share, sellers.	China Sugar Refining Company, Limited—\$188 per share.
China Sugar Refining Company (Debtors)—3 per cent premium.	Hongkong Ice Company's Shares—\$126 per share, sales.
Hongkong & China Bakery Company, Limited—\$42½ per share.	Chinese Imperial Government Loan of 1874—(Nominal).
Chinese Imperial Government Loan of 1887—(Nominal).	

Exchange.

On LONDON,—	Bank Bills, on demand, 3/3½
Bank Bills, at 30 days' sight, 3/8½	
Bank Bills, at 4 months' sight, 3/8½	
Credits, at 4 months' sight, ... 3/8½	
Documentary Bills, at 4 months' sight, 3/9	
On PARIS,—	Bank Bills, on demand, 4.64
Credits, at 4 months' sight, ... 4.74	
On BOMBAY,—	Bank, 3 days' sight, 225½
On CALCUTTA,—	Bank, 3 days' sight, 225½
On SHANGHAI,—	Bank, sight, 72½
Private, 30 days' sight, 73	

Hongkong Temperature.

(Taken at Messrs. Falconer & Co.'s Register, Queen's-road.)

HONGKONG, 15th & 16th June, 1881.

BAROMETER—1 P.M.	29.892
Do. 4 P.M.	29.850
THERMOMETER—1 P.M.	83.000
Do. 4 P.M.	84.000
Do. 1 P.M. (Wet bulb) ..	80.000
Do. 4 P.M. Do.	81.000
BAROMETER—9 A.M.	29.930
THERMOMETER—9 A.M.	82.000
Do. 9 A.M. (Wet bulb) ..	80.000
Do. Maximum	84.000
Do. Minimum (over night) ..	80.000

SHIPPING INTELLIGENCE.

ARRIVALS.

June 15, Hainan, American str., 281, Conner, Hoihow, June 14, General, —Along and Shing-hong.	June 15, Kwangtung, Brit. str., 674, M. Young, Const. Ports, Amoy 11th, Swatow 14th, General, —Douglas, Lapraik & Co.
June 15, Nelson, Brit. str., 194, J. Thorn, Saigon, June 11, General, —Geo. R. Stevens & Co.	June 15, Achilles, British str., 1528, G. Anderson, Singapore, June 9, General, —Butterfield & Swire.
June 15, Marlborough, British str., 1175, R. Sanderson, Singapore, June 8, General, —Butterfield & Swire.	June 15, Conquest, American bark, 575, George Howes, Newcastle, (N.S.W.), April 2nd, Coals, —Captain.
June 16, Kenmore Castle, British str., 1300, James Luck, Canton, June 15th, Ballast, —Gibb, Livingston & Co.	June 16, Yangtze British steamer, Schultz, Shanghai, and Chinkiang, 11th June, General, —Siemssen & Co.

DEPARTURES.

June 15, <i>Ferdinand</i> , for Bankok.	" 15, <i>Japan</i> , for Calcutta.
" 15, <i>China</i> , for Canton.	" 15, <i>Thales</i> , for Coast Ports.
" 15, <i>Rachel</i> , for Whampoa.	" 15, <i>Auguste</i> , for Vladivostok.
" 15, <i>Wladivostok</i> , for Nicolajefsk.	June 16, <i>Octava</i> , for Saigon.
" 16, <i>Atholl</i> , for Amoy.	" 16, <i>Waverley</i> , for Shanghai.
" 16, <i>Woodville</i> , for San Francisco.	" 16, <i>Yangtze</i> , for Canton.

PASSENGERS.

ARRIVED.
Per *Yangtze* from Shanghai, 8 Chinese, and 1 Madrassae.

SHIPPING REPORTS.

The American Steamer *Hainan* reports left Hoihow at 1.45 a.m. 14th; experienced light S.E. breeze and swell to abreast of St. John's Island; thence moderate S.E. breeze with heavy rain squalls to port. Vessels in port on 15th, steamers *Greyhound*, *Ping-on* and *Kang-chi*. The steamer *Kwangtung* reports, Foochow to Amoy, light S. and S.W. winds and fine weather; Amoy to Swatow, light S. and S.W. winds with showery weather; Swatow to Hongkong fresh S.W. winds and equally in Foochow, steamers *Glenfalloch*, *Galley of Lorne*, *Donald*, *Menmuir*, *Bowen*, *Hungarian*, and *Appin*. In Amoy, H. M. S. *Midge*. In Swatow, steamers, *Oranglands*, *Keelung*, *Larch*, *Pakhoi*, *Paladin*, and *See-wo*. The British steamer *Marlborough* reports, having experienced rainy and equally weather, and wind veering from W. to E. S. E. The steamer *Achilles* reports, unsteady and unsettled weather with variable winds throughout the passage. On June 10th spoke two British gun-boats steering N. E. by N.

Insurances.

LE CERCLE-TRANSPORTS.

SOCIÉTÉ ANONYME D'ASSURANCE MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.

CAPITAL PAID-UP..... 3,750,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KANBERG & Co.

Hongkong, 15th June, 1881.

HAIR DRESSING SALOON, HONGKONG HOTEL.

W. P. MOORE,

Begs to inform the Gentlemen of Hongkong and Visitors that he has reduced the price of Hair-Cutting to 50 cents. Having now in his employ three competent Assistants who are always in attendance, he guarantees to execute this class of work, in all its branches, with a perfection which cannot be excelled in any part of the World.

Hair-Cutting.....50 cents.
Shampooing.....25 "
Shaving.....25 "
Trimming Beards.....25 "
Monthly Customers taken at reduced rates.

RAZORS MOST CAREFULLY RE-SET.

Mr. Moore begs to recommend his GOGO SHAMPOO WASH to the public as unrivalled by any preparation ever produced for promoting the growth of the hair. The basis of this compound is made of soap root; the natives of the Philippine Islands never use anything else for washing their hair; they are never bald, and it is quite common to see the females with hair from 5 to 6 feet long. By constantly using this Shampoo WASH as directed, you will never be bald. The proprietor offers the Wash to the public entirely confident that by its restorative properties it will without fail arrest decaying hair. It completely eradicates scurf, dandruff, and cures all diseases of the scalp. It does not contain any poisonous drugs. By its cooling properties it allays the itching and fever of the scalp, which is the great cause of people losing their hair.

Mr. Moore has succeeded in being able to put this wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.

NOTICE.

The Business of General Printers and Bookbinders, lately conducted by the late Mr. J. J. da Silva e Souza under the style of

DE-SOUZA & Co.,

will henceforth be carried on under the same style by the undersigned, as Lessees of the Goodwill, Machinery, Plant, &c., belonging to the said Printing Office.

J. J. DE SOUZA.

H. LUBECK.

Hongkong, 15th June, 1881.

MACLEWEN, FRICKEL & CO.

GENERAL STOREKEEPERS, &c.

HAVE FOR SALE.

Groceries.

Crosse & Blackwell's, Celebrated House-

hold Stores.

John-Moir & Sons', Celebrated House-

hold Stores.

American Stores of all descriptions.

Huntley & Palmer's BISCUITS & CAKES,

BUTTER, Danish & French, Philippine

& Canada's PATES &c.

CHUTNIES & CURRY

POWDER, TRUSSARD'S

FRUITS in juice

COFFEE, SUGAR, &c., &c.

Wines, Spirits, &c.

CUTTLE PALMER & Co.'s "CARTE

BLANCHE," HEIDSIO & Co.'s MO-

NOPOLE, pts. and qts. ADOLPHE

COLLIN'S BOUZY CABINET.

MUMM'S (Jules) CHAMPAGNE

pts. and qts.

NEVEN'S (Boden) BOUZY,

pts. and qts.

EXTRA SEC, quarts.

Charles Heidsieck's WHITE SEAL,

pts. and qts. VEUVE CLICQUOT-PON-

SARDIN, pts. and qts. Théophile Ro-

dor & Co.'s VERZENAY MOUSSEUX,

pts. and qts.

Krug's CHAMPAGNE, pts. and qts.

OUTLER PALMER & Co.'s CHAT-

EAU MOUTON. LORMONT, pints,

and quarts.

ARAUZAN (Chateau), pints and quarts,

ERMITAGE LUDON. THIBCEUF

(Chateau), pints and quarts.

CHATEAU LAROSE (Cruetier & Adet's),

pints and quarts.

CHATEAU LAFITE, pints and quarts.

IRE'S GRAVES, pints and quarts.

BREKFAST CLARET, pints & quarts.

OLD INVALID CLARET.

St. JULIEN, &c., &c. Breakfast Claret.

Burgundy, Hock, Sherries, &c.

Chamberlain, Chablis (White), Liebfrau-

mich, Hockheimer, Niersteiner, Stein-

berger Cabinet, Rudesheimer

Berg, Konin Victoria Berg,

Chateau Yquem, Grand

Vin, Haut-Sauterne

Marsala, Saccione's

Pale Dry White Seal Sherry, Yellow Seal

Amontillado Sherry, Cutler Palmer

and Co.'s Sherry, Invalid

Port (1848), Hunt's Port.

Brandy, Whisky, Liqueurs, &c.

1, 2 and 3-star Hennessy's Brandy,

La Grande Marque Brandy,

Cutler Palmer & Co.'s

Brandy, Rouyer Guillet & Co.'s Brandy

1 to 4 stars; Finest Old Bourbon

Whisky, highly recommended,

Kiahant's LL Irish Whisky,

Jamieson's Irish

Whisky, Royal Glendoe

Whisky, AVH Gin, Swaine

'Boord & Co.'s Old Tom

Gin; La Grande Charreusse, Green

and Yellow, Maraschino de Zara, Ouragoo,

pints and quarts; Angostura,

Boker's and Orange Bitters,

&c., &c., &c.

BASS'S ALE, bottled by Cameron and

Saunders, pints and quarts.

GUINNESS'S STOUT, bottled by E &

J. Burke, pints and quarts.

PILSENER BEER, in quarts.

DRAUGHT ALE and PORTER, by

the Gallon.

Fine ALE, bottled by Maclewen, Frickel

& Co. ALE and PORTER, in hogheads.

Aerated Waters.

SODA WATER,

LEMONADE,

TONIC WATER,

SARSAPARILLA,

&c., &c., &c.

The Finest Stocks of

CIGARS, CAVITE CHEROOTS,

PRINCESA CHEROOTS,

PRINCESA CIGARS, AROCIEROS,

VEGUEROS,

&c., &c.

"PERFECTION" All Specially

Selected.

EMPERESS OF INDIA, and Best NANY,

STATIONERY, BOOKS &c.

"Franklin Square" Library,

"Seaside" Library,

Harper's Half-hour Series.

French Novels.

Medical Works.

School Books.

Presentation Books.

Works of reference &c.

Stationery for Ladies and Office use.

Direct from the manufacturers, the best

and Cheapest in Hongkong.

Special orders in this line executed on

very moderate terms.

Papers ruled to any pattern and stamped

Plain, cameo or relief.

Dies engraved to order. Office requisites

of every description.

Milner's Fire-Proof Safes, Cash and Deed

Boxes, Brushware.

Outlets, Crockery, and Glassware.

Builder's Hardware material, Sporting

Guns, Revolvers and Sporting

ammunition.

Sailmaking and Rigging promptly exe-

cuted.

Hongkong, 16th June, 1881.

SHIPPING IN HONGKONG HARBOUR.

Vessels.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.	Destination.
Steamers.						
Achilles	June 15	C. Anderson	British str.	1528	Butterfield & Swire	Amoy
Adria	May 30	Fairlough	British str.	781	P. & O. S. N. Co.	
Albay	June 12	Lightwood	British str.	366	D. Lapraik & Co.	
America	June 2	W. Williams	British str.	562	Vogel & Co.	
Bengloo	May 30	Webster	British str.	1198	Gibb, Livingston & Co.	Shanghai
Benalder	June 7	Buchanan	British str.	1330	Gibb, Livingston & Co.	
Claverhouse	June 5	Dugma	British str.	763	Vogel & Co.	
Charlton	May 22	Erskine	British str.	786	Geo. R. Stevens & Co.	
Consolation	June 14	R. Young	British str.	764	Yuen Fat Hong	Port Darwin
China	June 14	Ackermann	Ger. str.	648	Siemssen & Co.	
Dalo	June 10	Thompson	British str.	645	Yuen Fat Hong	
Esmeralda	June 13	R. Talbot	British str.	935	Russell & Co.	
Esplanade	June 7	Mitchell	British str.	1290	Russell & Co.	Yokohama
Geelong	June 11	Atkinson	British str.	1139	P. & O. S. N. Co.	
Hailong	May 18	—	British str.	277	D. Lapraik & Co.	
Hainan	June 15	Connor	Amer. str.	281	Afong	
Himalaya	June 14	W. R. Beedle	British str.	514	C. M. S. N. Co.	Yokohama
Konmuir Castle	June 16	J. Luck	Brit. str.	1360	Gibb, Livingston & Co.	
Kwangtung	June 15	M. Young	Brit. str.	674	Eouglas, Lapraik & Co.	
Malacca	June 6	Weighill	British str.	1045	P. & O. S. N. Co.	
Marlborough	June 15	R. Sanderson	Brit. str.	1175	Butterfield & Swire	Shanghai
Midlothian	May 14	Chester	British str.	827	Chinese	
Nelson	June 15	J. Thorn	Brit. str.	894	Geo. R. Stevens & Co.	
Nepaul	June 9	Murray	British str.	2065	P. & O. S. N. Co.	
Oxfordshire	June 7	C. F. Jones	British str.	998	Russell & Co.	Yokohama
Penodo	June 9	Cain	British str.	652	Geo. R. Stevens & Co.	
Pernambuco	June 13	Hyde	British str.	643	Melchers & Co.	
Polluce	May 15	G. Ragusin	Hung. str.	—	Melchers & Co.	
Seagull	—	Hayden	Amer. str.	97	China Insurance Co.	Yokohama
Tanais	June 12	Reynier	French str.	1500	Messageries Maritimes	
Thales	June 10	Pocock	British str.	820	D. Lapraik & Co.	
Vladivostek	June 14	P. S. Vozonoff	Russian str.	678	Captain	
Yottung	June 11	Goggin	British str.	280	Kwok Acheong & Co.	

Sailing Vessels.

Albyn's Isle	May 31	C. Burgess	Brit. bark	340	Chinese	New York
Amethyst	May 31	Slocum	Amer. bark	356	Captain	
Anna Camp	June 5	Gardner	Amer. ship	1250	Borneo Co.	
Anton Gunther	May 8	Kuhn	Ger. bark	441	Vogel & Co.	
Bertha	June 13	C. L. Henne	Ger. bark	442	Arnhold, Karberg & Co.	London
Bonito	June 14	Wessenberg	Ger. bark	524	Wieler & Co.	
Cingalee	June 13	Pringle	Brit. bark	336	Borneo & Co.	
Chateaubriand	June 12	C. H. Dodd	Brit. bark	409	—	
Chusan	June 8	Thorkell	Brit. bark	786	Melchers & Co.	Honolulu
C. F. Bryant	June 9	McParse	Amer. bark	929	Ed. Schellhass & Co.	
Carl Ritter	June 11	Hatherton	Amer. ship	1704	Borneo Co. Limited	
Conquest	May 24	Jager	Ger. bark	596	Wieler & Co.	
Flodden	June 15	G. Homes	Amer. bark	575	Captain	London
Foochow	June 4	Shaw	Brit. bark	337	Geo. R. Stevens & Co.	
Ferdinand	June 21	V. Guldberg	Siam. brig	300	Chinese	
Hermine	May 21	Westergaard	Ger. bark	416	Meyer & Co.	
Humboldt	June 13	F. Lonngrén	Swed. bark	289	Ed. Schellhass & Co.	San Francisco
Hammonia	June 13	A. F. Stoll	Ger. bark	329	Lane Crawford & Co.	
Herrman	May 31	Weller	Ger. bark	408	Vogel & Co.	
Hilda Maria	June 5	Heryessen	Ger. bark	446	Vogel & Co.	
Highlander	June 3	Johannsen	Ger. bark	276	Arnhold, Karberg & Co.	London
H. H. McGvery	June 3	Clough	Amer. ship	1372	Vogel & Co.	
H. Upmann	June 3	Wm. Y. Ford	Amer. ship	1322	Captain	
Hotspur	June 1	Weber	Ger. bark	426	Carlowitz & Co.	
Hansa	June 12	Jack	Brit. bark	522	Melchers & Co.	London
H. A. Litchfield	May 10	Deneken	Ger. bark	428	Vogel & Co.	
Java Packet	Apr. 30	Lanpher	Amer. bark	638	Vogel & Co.	
J. Christian	June 3	Ewert	Ger. bark	335	Siemssen & Co.	
J. Chase	June 6	Hanson	Brit. bark	670	Arnhold, Karberg & Co.	San Francisco
Kjobenhavn	June 11	Rooklefs	Ger. bark	407	Siemssen & Co.	
Laura	June 13	Costigan	Amer. bark	696	Siemssen & Co.	
Louise	June 13	N. Magleby	Dan. bark	353	Wieler & Co.	
L. A. Nickels	June 5	Ehren	Ger. bark	350	Ed. Schellhass & Co.	London
Minerva	June 2	Schierloh	Ger. schr.	245	Ed. Schellhass & Co.	
Mario	June 2	Field	Amer. ship	1395	Captain	
May	June 5	Dahme	Ger. brig	330	Captain	
Mabel	May 25	Hundewaldt	Ger. bark	428	Chinese	New York
Norseman	May 27	J. Gibb	Brit. bark	237	J. D. Hutchison	
N. Light	June 14	F. Snow	Amer. bark	783	Naval Storekeeper	
N. Osega	June 8	Conceptoin	Siam. ship	711	Chinese	
P. G. Carvill	May 24	Kenny	Amer. ship	1859	Captain	San Francisco
Q. of England	May 25	Schluter	Ger. schr.	47	Siemssen & Co.	
Rockhurst	June 14	Thos. McEie	Brit. ship	1656	Messageries Maritimes.	
Rose M.	June 13	T. M. Otten	Siam. ship	542	—	
Rachel	June 5	Bulford	Brit. ship	400	Vogel & Co.	London
S. S. Ridgway	May 27	O. Black	Brit. bark	366	Ed. Schellhass & Co.	
Solidor	June 14	Robt. Affleck	Brit. bark	282	Chinese	
Sophie	May 31	Townsend	Amer. bark	870	Russell & Co.	
Spartan	May 13	Roullier	Fren. bark	241	Carlowitz & Co.	London
Tiber	June 10	H. Binge	Ger. brig	230	Wieler & Co.	
Tay Watt	Feb. 6	Vincent	Amer. schr.	81	W. H. Ray	
Thoros	June 12	J. K. Ronnie	Brit. bark	923	Borneo Co.	
Tartar	June 6	Ecclestone	Siam. bark	610	Chinese	London
Velocity	June 5	Hartmann	Dan. bark	414	Vogel & Co.	
Young Siam	May 25	Kacimona	Ger. brig	256	Melchers & Co.	
	May 14	R. Martin	Brit. bark	500	Pustac & Co.	
	June 7	Gomard	Siam. bark	781	Yuen Fat Hong	

At SHANGHAI.

Hieronimus	Feb. 14	—	Brit. brig	231	G. McBain
J. Woodburn	May 21	Darborough	Brit. brig	299	Chinese
Martha	May 24	McPherson	Brit. bark	352	Morris & Co.
Oscar Vidal	May 28	Lautch	Brit. bark	299	Nils Moller
Pym	June 1	Stapleton	Brit. bark	558	Drysdale, Ringer & Co.
Victorino	May 28	Chavalier	Fren. bark	1217	W. Hewett & Co.

HER MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Name.	Class.	Guns.	H. P.	Captain.	Where at
Albatross	Composite Steam-sloop	4	120	Com. A. J. Errington	Cruising Squadron
Comus	Steam-covette	14	230	Captain J. W. East	Cruising Squadron
Curacao	Steam-covette	14	230	Captain S. Long	Cruising Squadron
Daring	Composite Steam-sloop	4	120	Commander F. J. J. Elliott	Singapore
Encounter	Steam-covette	14	350	Captain G. Robinson	Cruising Squadron
Esik	Gunboat	3	340	Lieut.-Com. L. Napier	En route H'kong
Flying Fish	Steam-sloop	4	120	Lieut.-Com. R. F. Hoskyn	Japan, Surveying
Fly	D'ble-screw gun-vessel	4	120	Com. A. F. St. Clair	Chefoo
Foxhound	Gunboat	4	470	Lieut.-Com. J. M. McQuhae	Shanghai
Fron-Duke	D'ble-screw iron frigate	14	800	Captain R. E. Tracey	Cruising Squadron
Kestrel	D'ble-screw gun-vessel	4	100	Com. W. M. Lang	Hongkong
Lapwing	D'ble-screw gun-vessel	3	160	Com. W. G. Scott	En route Shanghai
Lily	Screw gun-vessel	3	95	Com. S. Grove	Yokohama
Magpie	Surveying vessel	3	160	Lieut.-Com. A. Carpenter	Hainan Straits
Midge	D'ble-screw gun-vessel	4	120	Tender to Kestrel	En route H'kong
Moorhen	Gunboat	4	390	Lieut.-Com. W. Carey	Singapore
Mosquito	Gunboat	4	60	Lieut. Hon. F. R. Sandham	Cruising Squadron
Pegasus	Composite Steam-sloop	6	370	Com. E. F. Day	Cruising Squadron
Sheldrake	Gunboat	4	370	Lieut. Com. M. L. Bridger	Hongkong
Tweed	Gunboat	3	340	Lieut.-Com. W. M. Carey	En route H'kong
Victor Emanuel	Receiving ship	20	—	Commodore W. H. Cuming	Hongkong
Vigilant	Paddle despatch-vessel	2	250	Lieut.-Com. C. Lindsay	En route Nagasaki
Wivern	Turret-ship	4	350	In reserve	Hongkong
Zephyr	Gunboat	4	60	Lieut.-Com. N. A. Pollard	Cruising Squadron

FOREIGN MEN-OF-WAR ON THE CHINA & JAPAN STATION.

Name.	Flag.	Guns.	H. P.	Captain.	Where at
Abreck	Russian gunboat	7	80	Captain Schanz	Vladivostek
Adonis	French gunboat	5	250	Commander Caillard	Yokohama
Alert	American gunboat	4	600	Commander Huntington	Japan
Ashuelot	American corvette	6	700	Commander Johnston	Kobe
Champlain	French corvette	10	450	Captain Miehau	Shanghai
Ermak	Russian transport	—	—	Captain Koltchan	—
Europa	Russian cruiser	8	—	Captain Grippenberg	Nagasaki
Frey	German corvette	8	—	Captain von Hippel	Hongkong
Gornostai	Russian gunboat	7	80	Commander Stark	Nagasaki
Ilia	German gunboat	8	420	Commander Klaus	Hongkong
Kersaint	French corvette	—	—	Commander Rouquette	Kobe
Lee Tak	Annamese gunboat	—	—	Commander Y. W. Tong	Hongkong
Marquez del Duero	Spanish Despatch Vessel	2	—	Don Guillermo Lobé	Hongkong
Mendovi	Portuguese gunboat	—	—	Commander Vianna	Macao
Monocacy	American gunboat	6	700	Commander Sumner	Yokohama
Morgo	Russian gunboat	7	80	Commander Tatarinoff	Tientsin
Nerpa	Russian gunboat	7	80	Commander Valrondt	Nagasaki
Palos	American gunboat	6	200	Lieut.-Commander Green	Yokohama
Plastoon	Russian corvette	8	—	Captain Poliansky	Japan
Prince Pogarsky	Russian frigate	12	—	Captain Tirtoff	Nagasaki
Richmond	American frigate	14	800	Captain Benham	Nagasaki
St. Petersburg	Russian transport	6	—	Captain Sidenener	Nagasaki
Strelok	Russian corvette	9	700	Commander Delivron	Japan
Swatara	American corvette	8	1100	Commander Sampson	Shanghai
Tamaga	Portuguese gunboat	—	—	Com. do Rio Carvalho	Macao
Thomis	French corvette	18	175	Captain Alguier	Yokohama
Tongous	Russian gunboat	—	—	Commander Heck	—
Wolf	German gunboat	4	340	Commander Strauch	Shanghai
Vostock	Russian gunboat	4	—	Commander Molchonsky	Vladivostek

CANTON GUN-BOAT SQUADRON.

Name.	Flag & Rig	Guns.	Tons.	H. P.	Commander.	Station.
An-lan	Viceroy's gunboat	7	250	75	—	Canton
Cheg-hing	Revenue cruiser	2	30	20	—	Canton
Chiên-to	Viceroy's gunboat	7	250	75	J. Stewart	Hongkong
Chiên-jui	Revenue cruiser	3	80	17	A. Getley	Macao
Cheung-wan	—	—	—	—	—	West Coast
Ching-on	Revenue cruiser	2	30	20	Chung-wing-fai	Canton River
Ching-ting	Viceroy's gunboat	4	180	60	F. Bessard	Swatow
Chop-sai	Viceroy's gunboat	—	—	—	—	Hongkong
Hoi-tung-hung	Viceroy's gunboat	—	—	—	—	Canton
Peng-chao-hui	Revenue cruiser	4	562	125	Leung Yiu Ting	Fo Fou Men
Tching-on	Viceroy's gunboat	2	120	40	C. H. Palmer	Bogue Ports
Tching-po	Viceroy's gunboat	3	100	40	Ching	Bogue Ports
Tchun-tung	Revenue cruiser	2	150	40	Chun-ti-hu	West Coast
Quang-on	Viceroy's gunboat	4	120	40	Lie-ping-tio	Bogue Ports
San Hang	Viceroy's gunboat	—	—	—	Yang Yung Lin	Canton
Shen-chi	Revenue cruiser	5	200	60	D. Reid	Macao
Sui-ting	Viceroy's gunboat	4	180	60	J. Calder	Hai-lung-shan
Li-shé	Revenue cruiser	3	80	20	G. Rome	Macao
Tsing-po	Viceroy's gunboat	6	180	60	A. Garceau	West Coast

RIVER STEAMERS.

Vessels.	Captain.	Flag.	Tons.	Owners or Agents.
Iehang	J. Ogston	British	700	Butterfield & Swire
Kinshan	Laid up	British	1050	Hongkong, Canton & Macao Steam-boat Co.
Kin-Kiang	T. Benning	British	1061	Hongkong, Canton & Macao Steam-boat Co.
Kiang-ping	—	Chinese	360	China Merchant S. S. Co.
Powah	A. G. Carey	British	1890	Hongkong, Canton & Macao Steam-boat Co.
Spark	Cadwalladar	British	140	Hongkong, Canton & Macao Steam-boat Co.
White Cloud	Hoyland	British	652	Hongkong, Canton & Macao Steam-boat Co.
Yotsai	McDougall	British	250	Kwok Acheong & Sons

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